

# THE TRANSFORMER

CONGRATULATIONS TO TRANSPORTATION'S NEWEST SENIOR MASTER SERGEANTS



## 2T0X1

Derrick M. Candler  
Laurie L. Carroll  
Kevin T. Kennedy  
Phillip D. Little  
Timothy Vandagriff  
Kenneth D. Welch  
Carl T. Wood, Jr.

## 2T1X1

Paul J. Bilunas  
Alan S. Broaden  
Donald L. Brown  
Antonyio Johnson  
Keith T. Kelser  
Ronald Malone  
Fannie M. Worthy

## 2T2X1

Gary J. Blanos  
William T. Edwards  
Phillip M. Erway  
Darryl E. Fortin  
Randall A. Hardtner  
Edward J. Holz  
Richard F. Kunkle  
Patrick T. Larson  
William R. Maham  
John B. McAllister  
Earl J. Morant  
Bobby D. Morris  
Libby V. D. Quinlan  
Jose A. Quinonez  
Kenneth Thibodeau  
Alex M. Wallace, Jr.  
Curtis L. Williams

## 2T3XO

Thomas Abear  
Jamie P. Borkert  
Donald W. Corbin  
Marty W. Deets  
Honolito J. Directo  
Christopher Ferris  
David A. Kilbourne  
Randy L. Livermore  
Perry W. McCoy  
Jeff J. Park  
Randy D. Peck  
Joe D. Tillmann  
Randal D. Toland

## FOND FAREWELLS

### Brig Gen Saunders departs Air Staff

As this is the last issue of the Transformer during my tenure as Director of Transportation, I want to take this opportunity to thank all of you for your tremendous support. There is a lot of good work being done out

there, and I want you to keep it up. Please give the new Director of Transportation, Brig Gen (Select) Peterson, as much support as you have provided me. Good luck, and I'm sure I will have the opportunity of working with many of you in the future.

Signed: Brig Gen Mary L. Saunders

### The Air Staff Says Goodbye to Colonel Walgamott

The Air Staff bids a fond farewell to our Vehicle and Equipment Division Chief, Colonel Carm C. Walgamott. Colonel Walgamott's leadership

over the past four and a half years was crucial in forging new policies and procedures. He personally led the effort to establish new command & control and domicile to duty policies. Colonel Walgamott was instrumental in obtaining Mitchell On-Demand for our vehicle maintenance shops, he spearheaded the efforts to find alternative ways to purchase vehicle parts and continues to support the refinement of OLVIMS. His duties now take him to Scott AFB, IL, where he will be assigned to USTRANSCOM. His replacement is Colonel Ted Brewer, who moves over from our Combat Readiness Division. Welcome, Colonel Brewer.

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#### **Farewell SMSgt (s) Malone**

The Air Staff also says so long to SMSgt (s) Ron Malone. He leaves us for a year-long paid vacation to Kunsan AB, Korea, where he will serve as the Vehicle Operations Flight Superintendent. Over the past four years Ron has taken on the tough challenges of a CMSgt position and provided our MAJCOMs with superb guidance. Of special note are his efforts concerning the sensitive issues surrounding command and control and domicile to duty policy. Good luck, Ron, in your new

assignment. His replacement, SMSgt Kevin Ludwig, currently assigned to HQ AMC/LGT, arrives the last week of July. Welcome Kevin! I know everyone is ready to give you their full support during your time here at the Air Staff.

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#### **Farewell and Thanks**

##### **By CMS Leo J. Kaercher**

Well the time has come for my departure from the Air Staff. It has been a fantastic assignment in the Pentagon and an honor to have been the first Air Force Career Field Manager for the 2T2X1, Air Transportation Specialty. As I prepare to move on to my new job as the Air Terminal Manager of the 630<sup>th</sup> Air Mobility Support Squadron, Yokota AB, Japan, I'd like to take a moment to personally express my thanks to the entire Transportation community for all their outstanding support and professionalism during my tenure on the Air Staff. A job of this magnitude cannot be successfully accomplished without the help of some special people. The first person I'd like to thank is the Air Force Director of Transportation, Brigadier General Mary L. Saunders. She has been a super leader and mentor whose commitment to the Air Force and the Transportation community as a whole is

unmatched. She was always available to discuss the health and welfare of the enlisted transporters and constantly reminded us to "spread-the-word" on issues that affect the future of the career field. The entire AF/ILT staff has been a pleasure to have worked with as well. The previous members along with the recent additions to the staff assure me that Air Force Transportation will remain in good hands. I'd also like to thank all the MAJCOM 2T2X1 Functional Managers for all your assistance. Because of your invaluable insight into the 2T2X1 career field, we were able to make significant improvements that will be beneficial for all "Air Transporters" for years to come. We really did make a difference for the career field. The other 2TXXX MAJCOM Functional Managers support during my tenure as the Enlisted Transportation Advisory Group (ETAG) chairperson over the past three ETAGs is also greatly appreciated. Another group of folks that deserve a lot of thanks is the men and women of the 345 TRS. Everyone from the commander, Lt Col Webb, the Training Manager, Mr. Bass, and their entire staff provided me with unparalleled support through two Utilization & Training Workshops (U&TW) and three ETAGs. Their efforts in course development and the complete rewrite of the 5 & 7 level CDCs, plus the creation of the first ever 3 level CDC was without a doubt a monstrous

task which they handled superbly! Finally, I'd like to say a special thank you to all the enlisted transporters for your support. It's difficult to try and thank everyone for their support, but please accept my sincerest thanks for all you've done in assisting me during this super assignment at the Pentagon! Best wishes.

POC: CMS Kaercher

### **TRAFFIC MANAGEMENT**

#### **Right Residency Choice Can Save Money**

Overseas personnel can save money by choosing the right residency status when on stateside leave or temporary duty. They can claim "returning resident" or "nonresident" exemptions with customs.

"The exemptions apply to foreign-made items you bought overseas," said Norman Kaucher, customs program manager with the European Command. As returning residents, travelers can leave foreign-made items in the States but only the first \$400 of their value would be duty-free. Gifts and no more than 100 cigars and 200 cigarettes may be included in the \$400 exemption. If you want to take more than \$400 worth of foreign-made items to the States and leave them there, you have to pay the duty or wait for your permanent change of station. Kaucher added that with PCS orders, all your personal property, regardless of origin, can be imported duty-free.

Under the nonresident exemption, all personal effects are duty-free but you have to bring them back to Europe. "A nonresident may also import \$100-worth of foreign-made goods duty-free as gifts and 200 cigarettes, 50 cigars or 2 kilograms of smoking tobacco for personal use," Kaucher explained. An additional 100 cigars may be taken under the gift exemption. The nonresident exemption also lets legitimate hunters and sports shooters import firearms temporarily without a permit.

Which exemption is better for you? Get the "U.S. Customs Highlights for Government Personnel" pamphlet at a military customs office or hit the web at [www.customs.ustreas.gov/travel/index.htm](http://www.customs.ustreas.gov/travel/index.htm).

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#### **New and Improved Service from Ramstein Traffic Management Office**

Tired of waking up and going into the office at all hours of the night? If you are one of the many airman or NCOs who pull the after hours standby for Emergency Leave Support you know what we here at Ramstein are talking about. In December, the Ramstein Passenger Section received an early Christmas present, a new portable fax. Our standby

personnel take the fax and cell phone home and conduct all TMO business from the comfort of their own living room. The orderly rooms fax the emergency leave orders to our standby personnel fax. When orders are received our standby personnel verify the entitlement and use the 24 hour emergency SATO phone number in San Antonio to make reservations and pre pay them on our GTR. The customer can be booked and can pick up their tickets at the airport in less time then it used to take for us to get out of bed, dressed, and get to the office. This idea was born from listening to the airmen in the 86th Transportation Passenger Section.

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#### **Counselor's Handbook is Available**

The 1998 edition of the Personal Property Counselor's Handbook was published and mailed to all Air Force JPPSOs, CPPSOs, MAJCOMs and TMOs on 5 June 1998. The handbook is for use as a training guide, and is NOT designed to replace any current regulation or other directives. Local reproduction by Air Force personnel for official purposes is authorized. The handbook will be available on THE JPPSO-SAT web site [www.jppsosat.randolph.af.mil](http://www.jppsosat.randolph.af.mil) by 15 Aug 98. We welcome any questions, comments, and

recommendations for improving the handbook.

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### **Air Force Policy and Entitlements Clarification – Who Do You Call?**

JPPSO-SAT is delegated authority to clarify Air Force policy to ITOs/TMOs from “OTHER” Services (Army, Navy, Marine Corp, and US Coast Guard), who provide personal property counseling and shipping services to Air Force members. Air Force TMOs should contact their respective MAJCOM for clarification of Air Force policy and entitlements.

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### **AERIAL PORT OPERATIONS**

#### **1998 Reserve Aerial Port Commander and ART Conference**

The biannual meeting of Reserve Aerial Port Commanders and Air Reserve Technicians from 42 units was held at the Hope Hotel, Wright-Patterson AFB, Ohio, 28-30

May 1998. Hosted by HQ Air Force Reserve Command's Aerial Port Division, it served as a forum to communicate the goals and objectives for the future of reserve aerial ports. This year's conference theme, “Challenges Ahead,” was well represented by a variety of speakers from Air Staff, HQ AMC, and AFRC.

MGen Batbie, Director of Plans and Programs at HQ AFRC, presented a detailed briefing on the “Big Picture” of reserve manning issues as it relates to AFRC as a Total Force Partner. He touched on a multitude of events such as QDR, Outsourcing, and how we are going to manage the future airlift challenges. To reinforce the general's remarks on reserve manning demands, Col Richards, Director of Reserve Recruiting, discussed the outlook for reserve recruiting. He acknowledged that the competition is high with active duty recruiters and it is even higher with the private sector when members separate from active service. Nevertheless, the expectation for recruits in the coming years looks very positive.

Several of the briefers placed special emphasis on the Hazardous Material Programs at AMC, AFRC, and at all aerial port units. Col Byrd, HQ AMC Aerial Port Division, stated “we [as transporters] are the last line of defense; it is our responsibility to inspect and ensure the hazardous materials certification is correct.” The

general consensus at the conference was that we were finally making some headway with the 100% hazardous materials inspection policy. They are all looking forward to the outcome of the Air Staff's Improvement Process Team on hazardous materials.

The conference's highlight came when BGen Saunders from the Air Staff gave an inspirational speech at the banquet held in the USAF Museum. Her message provided all the members in the room with a clear perception of the mentoring program and how it demonstrates a vital exchange of experiences between our leaders, subordinates, and peers. In additions, she expressed concerns about the rapid changes in technology and how we as managers must adapt, excel, and overcome them.

Col Cox, HQ AFRC's Chief of Aerial Port and Airfield Operations, closed the conference by expressing his gratitude to the members of the 87th APS at Wright-Patterson AFB who put the conference together. He was confident that the ideas, suggestions, and decisions reached at the conference will be put into practice as soon as is reasonably possible.

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### **The Reserve Are Taking Over**

The Reserves are taking over. Well... just for 2 weeks. The 623 AMSS at Ramstein Air Base is participating in a Patriot Partner exercise with 210 aerial port personnel from the Air Force Reserve and Air National Guard. During the 6-20 June 98 exercise, the Air Reserve Components demonstrated their capability to perform their wartime tasking requirements in all aerial port functions. The active members stepped aside while ARC personnel took over ATOC, Passenger Service, Records, Ramp, Special Handling, Records, and Cargo Processing.

Major Herbert Brown from the 70<sup>th</sup> Aerial Port Squadron, Homestead ARB, Florida, was the acting commander during the exercise. His mission was to over see the day-to-day activities for the 24-hour operation, ensuring a smooth flow of both passengers and cargo. It was a challenging assignment that required him to call upon his years of training. As a reserve officer, the opportunity to manage an operation of this capacity does not come by very often.

The Patriot Partner team is composed of highly skilled aerial porters from 70 APS Homestead FL, 73 APS NAS Ft. Worth TX, 31 APS Willow Grove PA, and the 164 APS Memphis TN. The reserve members come from all walks of life in the civilian world and suit up in Air Force Blues and BDUs to demonstrate their expertise as air transporters. All members

planned, prepared, and trained for several months to ensure their 2T2 skills were up to par.

To move such large numbers of reserve and guard personnel from multiple areas in the CONUS then temporarily house them at Ramstein is no easy task. The operation took a joint effort between HQ AMC, HQ AFRC, ANGRC, and 10th Air Force. HQ AFRC Aerial Port Division has two more Patriot Partners on this year's schedule. Guam and Elemendorf will both host 70 reservist each in late Jul through mid Aug 98. Both exercises are expected to yield outstanding results.

The mission of Air Reserve Components is to ensure its units and individual members are prepared to accomplish assigned tasks and duties in support of the Total Force and national objectives. Patriot Partner exercises place ARC personnel in a real world environment and are excellent ways to sustain a worldwide ready team.

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#### **AIR STAFF INTEREST ITEMS**

##### **News from the Air Force Cargo Team**

We have a number of exciting issues we're working on the Cargo Team, from the 1999 Air Force Traffic Management Advisory Group to revising policy. To keep you informed, we wanted to provide a

"headline" review of some of the key issues, current status, and where we're heading. We sincerely appreciate your patience as we work these exciting issues, and we welcome your feedback. If you believe there is an issue we should be involved in, please let us know. We ask that you work these issues through your MAJCOM Directors so that we can prioritize and manage the issues in a way that yields the greatest results.

As you know, we're continuing to work toward implementing the Transportation Coordinators-Automated Information System (TC-AIMS) II. Hardware funding continues to be a problem, and we're looking at alternatives to field the system between FY 00-02. Fortunately, our total requirements have decreased--thanks to the Air National Guard. We hope to secure some end of year funds--this may or may not happen. In addition, we're looking at web technology to see if we can further reduce hardware requirements while maintaining the capability the system is supposed to have.

The team, particularly Alan McDonald, is working very hard to publish AFI 24-201. Alan is working to capture the latest changes, many of them driven with new business practices. He is ready to begin the coordination process and plans to have the new guidance on the street in July. We apologize for the delay, but we are intent on

providing good, sound policy guidance for you. We appreciate your patience as we work toward this goal.

Planning is now underway for the next Air Force Traffic Management Advisory Group (AFTMAG), scheduled for Feb 99. Locations are being considered and more information will be provided as our planning progresses. Major Johnny McQueen, DSN 227-4742, is our POC. Consequently, now is the time for you to start brainstorming issues for this forum as your MAJCOMs will be soliciting inputs shortly.

CMOS version 4.1.3 scheduled for release in late July, will bring CMOS into a Windows 95 operating environment. Users will notice some significant changes, i.e., redesign of user screens, consolidation of functions into "workbenches," and the addition of more "point and click" capabilities. The Standard Systems Group (SSG) has developed a video for users that explains these functional changes to CMOS and provides training for field users in this new operating environment. Units are reminded the installation of version 4.1.3 will take 2 days at each CMOS site and must be accomplished during a 2-week period. The software is scheduled to start arriving in the field o/a 9 Jul with the proposed 2-week installation period planned for 10-24 Jul. Users should refer to HQ USAF/ILTT message

1707077 Jun 98 for valuable information on version 4.1.3.

Finally, and most importantly, we welcome two new members on the cargo team: Major Vic Parker from Dover where he commanded the transportation squadron; and Major Johnny McQueen from Lakenheath, where he served as the transportation squadron commander. We've heard great things about both of these professionals, and we look forward to their contributions to our team and to the Air Force. We bid farewell to Major Bob Egbert, who recently moved to AF/ILSY where he will be working some of our money issues. Bob did a great job for us and will continue to support Air Force transportation in his new position.

We realize we haven't addressed all the important issues on our plate, but we wanted to give you a quick synopsis of some of them. Thanks for your continued patience and fantastic support as we work together to meet the challenges of the 21st century.

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#### **News from the Air Force Personal Property Team**

AFI 24-501 (DITY Move Program) has been rewritten and should be available on the Internet at: <http://afpubs.hq.af.mil> in the near future. Printed copies will be distributed around the first part of July. Numerous

changes have been incorporated including, and most especially, paragraph renumbering. Note also the statement on the cover page "Compliance With This Publication Is Mandatory" and the addition of para 2: Internal Management Controls and para 16: "After-The-Fact DITY" to name but a few.

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#### **Defective P-23 Fire Truck Stub Axles and Hub Assemblies**

You may or may not know that failure of key driveline components (stub axles and hubs) are deadlining critical P-23 fire trucks. Between Mar 97 and May 98, the number of failures has depleted DLA's stock of replacement components (spares). Some laboratory analysis was done and it's been determined that certain cast iron components weren't manufactured to the contract specification, leading to early failure. Failure of these components are responsible for MICAP reportable deadlining of these crash fire and rescue trucks. WR-ALC/LE folks at Robins AFB have been working this problem very hard, and while recently coming up with some good news about some stopgap parts availability, there's still lots of "rough road ahead" for the firefighter community that operates them, and for the transporters that

maintain them. Many of you have already felt some of the impact of the problem as you've been asked to perform inspections of the hub/axle components following each use of the truck.

Key to keeping as many as possible of these P-23s in service are the "use restrictions" WR-ALC developed. We may be able to delay inevitable failures by minimizing stress on these components. To do that, WR-ALC issued operating restrictions for these vehicles: "Except for actual emergency responses, the P-23 fire truck will be restricted to 15 MPH. Emergency operations around areas with a significant presence of pedestrians, personnel shall be restricted to 30 MPH. Training that requires mobility of the P-23 shall be suspended, except for mission essential currency and certification training."

Our hope is to minimize the need and therefore the cost/workload impacts associated with cannibalization. All of you must help by ensuring bases understand the importance of properly identifying failed hub and axle assembly components. Deadlining P-23s for suspect components for any long period of time without having them "validated" can't be tolerated; nor can we tolerate any base being unwilling to help itself by deadlining a P-23 for hub/axle deficiency while another of their P-23s may be VDP for a different, long lead-time item.

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### **Corrosion Study Update**

The Vehicle Corrosion Control Study, sponsored by the Air Force Corrosion Program Office, has a full head of steam and actual coating applications begins at Andersen AFB, Guam, in Aug 98. Science Applications International Corporation (SAIC), the contractor performing the study, plans to have all special equipment and coating materials on-site by mid July. SAIC will provide initial training for 36 ABW vehicle maintenance personnel and selected Special Purpose mechanics. Vehicles will be coated with various primer and topcoat combinations. Some of the coating systems to be applied, include zinc rich primers, aliphatic polyurea, the Deft Fluoropolymer Coating System, CeRam-Kote 54 (ceramic impregnated resin), and zinc/aluminum wire arc spray. The coatings will be evaluated in the tough Guam saltwater environment and, based on results, new processes and techniques will be included in corrosion control tech data. We are also considering follow-on locations to implement the processes and procedures that prove successful at Guam and are working funding issues to support "tooling up" other locations. Special thanks to PACAF/LGTV and 36 ABW

Transportation Squadron for enthusiastically supporting this aggressive study. Anything we can do to extend vehicle service life is value added during these times of 5% Priority Buy vehicle funding.

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### **44K Commercial Loader**

The 50K Rough Terrain Cargo Handler (RTCH) has been the primary loader used to handle munitions stuffed 20 foot ISO containers in support of Containerized Ammunition Delivery System (CADS) major munitions out-loads and global movements. However, the munitions community has experienced significant problems with the 50K RTCH design.

The 50K RTCH's heavy gross weight, combined with its tire design, causes severe damage to improved roadways...the very conditions in which most operate. It is also difficult to source repair parts for the 50K RTCH and reliability has not been as good as desired. As a result, we secured \$170,000 from USAF/ILSR to lease two commercial assets to test in the field for 1 year, with the ultimate goal of identifying a replacement for the 50K RTCH.

A team of 10 transporters and munitions personnel visited the Seattle port facilities, tested numerous commercial assets,



met with vendors, and down-selected to a Hyster model loader. This loader is 27 percent lighter, costs about 40% less, is a more maintenance friendly design, has the advantage of worldwide spares supportability, and better meets the mission needs of the customer. The first asset was leased and arrived at Kadena AB, Japan, in early June. In Aug 98, another asset will be provided to USAFE for testing. If all goes well, we will pursue buy out of the leases at the end of the 1 year test and ensure future vehicle buys are for the Hyster design. This is a significant change in the way we do business. By getting the customer involved in the selection of the vehicle type up-front, we have buy-in from the beginning of the program and ensure we meet the needs of our customers. We are pursuing a similar "lease/test before buy" approach for flightline tow vehicles, to ensure any replacement models meet our mission needs.

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#### **COMBAT READINESS**

##### **Units Deploying to Incirlik AB, Turkey**

The following information should be provided to units deploying to Incirlik AB. When shipping cargo in support of

scheduled rotations or exercises, the deploying unit must have as a minimum, at least one person available to produce load plans and certifications of dangerous cargo. Incirlik's Base Support Plan ONW 10-404, Article II dated 1 May 98 states these requirements. Units that do not adhere to these requirements face having their cargo separated from their arranged airlift and sent by channel airlift to its final destination. Cargo processing continues to be a problem for units deploying to/from Turkey.

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##### **Integrated Planning and Execution Capability (IPEC)**

The Air Force's vision of Global Engagement and the Air Force core competencies address the need for responsive tools to allow the Air Force to rapidly deploy, beddown, and employ its forces anywhere in the world. Likewise, the Air Force Logistics Strategic Plan directs that the Air Force must "Develop and field decision support tools to improve deployment, beddown, employment, redeployment, and reconstitution." Specific recommendations include:

"Tailored Unit Type Codes (UTC) with unit and regional mission support kits to allow independent and distributed

operations and optimized logistics support."

"Complete the development and deployment of common operational logistics planning software such as a global beddown database and Logisticians Contingency Assessment Tools (LOGCAT) in conjunction with databases and procedures for employment-driven planning and execution of tactical operations."

The AEF Battlelab IPEC initiative is an opportunity to assess those tools. The three LOGCAT applications are the Survey Tool for Employment Planning (STEP), Beddown Capability Assessment Tool (BCAT), and the Unit Type Code-Development and Tailoring (UTC-DT). In addition, the Air Force Operational Test and Evaluation Center (AFOTEC) will integrate and customize off-the-shelf Geographic Information Systems (GIS) technology to provide a 3-D rendering of beddown locations to preplan deployed location infrastructure and force protection requirements. This GIS application is called the 3-Dimensional Planning Tool (3-DPT).

The three LOGCAT programs are part of an automated system that replaces manual tasks currently performed by site survey teams and base support planners. The first of these software programs is STEP. STEP provides an automated, standardized, and integrated means of collecting,



transmitting, storing, and retrieving site-specific Base Support Plan (BSP) Part One data, to include video clips and digital stills.

The second LOGCAT software program is BCAT. BCAT provides rapid assessment of a given beddown site's capability to support Time Phased Force Deployment Data (TPFDD) forces and Air Tasking Order (ATO) mission requirements. BCAT gives unit-level assessment of numerous facets of deployed operations - including sortie generation, force protection, messing, lodging, etc. BCAT uses the BSP data collected from the STEP program, the ATO, and TPFDD, as well as deployment planner knowledge as input. The site capabilities are applied against sortie generation and force beddown requirements. BCAT provides planners information needed to allocate resources, define new force requirements to satisfy shortfalls, and recommends force tailoring actions, thus reducing the deployment footprint.

The third LOGCAT program is UTC-DT. UTC-DT was developed to enhance the speed and accuracy of developing and tailoring a composite AEF UTC. Specifically, UTC-DT analyzes operational mission requirements, deployment site conditions and LIMFACs/overages resulting from BCAT assessments. Operational mission requirements are determined by

incorporating existing Allowance Standard Codes (ASCs) and Deployment Requirements Documents (DRDs) into a rule-based application that correlates mission conditions with the quantities of equipment and manpower required. UTC-DT analyzes BCAT assessment results to determine what additions or reductions can be made to address overages or LIMFACs. Data from STEP provides information concerning site climatic conditions, base geography and infrastructure, and equipment availability and threat environment. This information is analyzed and used to identify deployment requirements ripe for tailoring. These modifications, identified as increases or reductions, are presented to the users for their approval. To facilitate deployment tailoring, UTC-DT also allows collaborative planning across multiple locations at a "shop" level via the Internet.

The final IPEC tool to be evaluated is 3-DPT. This will be an interactive computer tool to rapidly develop base layout plans and facilitate Force Protection planning. The 3-DPT will provide the capability to build a base infrastructure by assigning appropriate spatial attributes to facilities at a potential beddown site. The user will be able to access a worldwide database and view the spatial (geographic) attributes of a site and match the resources to be deployed with

appropriate locations. The tool will be able to convert satellite imagery to a layout and provide the capability to zoom-in on specific areas of a site. The ability to independently develop templates for tents, aircraft parking, munitions storage, fuels, and force protection will also exist. The deployment planner will be able to overlay these templates on an overhead view of the site. Once overlaid, the tool will provide a list of required assets to support the build-up of the activity at the site. The level of detail in the 3-D view will identify topographical features of a site to preclude siting a tent city in a forest, or allow force protection planners to use terrain features for placement of weapons and optimizing fields of fire.

The assessment of the three LOGCAT programs and the 3-DPT software will take place in conjunction with the Expeditionary Force Experiment (EFX) '98. The primary assessment of the LOGCAT programs took place 26-29 May 98. The assessment of 3-DPT took place 6-10 Jul 98. The three LOGCAT tools and 3-DPT will be demonstrated for distinguished visitors during EFX '98 in September. An After Initiative Report will be completed by Dec '98.

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#### VEHICLE MAINTENANCE

##### **CNG Conversions**

Randolph AFB has been selected to participate in an Air Force wide program to install Compressed Natural Gas (CNG) capability as a source of fuel in a limited number of vehicles. The initiative is in response to a DOD wide directive to comply with federal guidelines on environmental protection, and in the use of alternative fuels. The vehicles are to keep their gasoline capability, but are expected to run on the CNG as a primary source of fuel.

Air Force wide, the conversion will include 1,618 vehicles at 38 bases. A total of 300 vehicles make up the initial contract, with the remainder in an as yet unfunded status. At Randolph, our initial contract will be for 19 vehicles, which includes all 1995 Chevy S-10 models and a lone 1996 Dodge Dakota. A total of 79 vehicles are programmed.

The primary criteria for selecting which vehicles to convert was projected life expectancy and logistics considerations. The vehicles are expected to have a 70 mile run capability on a full tank of CNG. At this time however, the closest refueling point is Lackland AFB. Soon however, negotiations will take place to locate a fuel point here. You shouldn't worry about being stranded though. The idea is to run the vehicle on CNG until

fuel depletion, then an automatic switch-over to gasoline will occur. The system is designed so that when sensors detect low tank pressure, the on-board computer shuts off the valve to the CNG tank, and opens the line to the gas tank. Switch-over can be accomplished manually by simply closing the gate valve by hand.

The company winning the initial contract is Bachman NGV, of Louisville, Kentucky. They have selected a local company, Jack Harrison and Associates, to actually perform the conversion. The Air Force is an equal and interested partner in this contract, and all owning organizations are asked to cooperate fully when notified of a conversion appointment. The members of the 12th Transportation Squadron will ensure that the vehicle is returned as soon as possible.

Since the conversions will be done in the San Antonio area, we expected that the turn around time for owning organizations should not exceed 10 working days. The exception to that timeline is if a vehicle is chosen to be the initial test vehicle, in the Air Force wide fleet for an engine "family." In that case, the turn-around time is projected to be 4 weeks, or longer if required. This is because the lead vehicle must undergo a stringent EPA test which provides a forecast on what condition the emissions system will be in at the end of 10 years. Our lone Dodge Dakota is such a vehicle.

Its understandable that change is not always accepted, especially when it concerns that great "American Icon," the car. Yet, exploration for alternative methods to clean up the air and identify additional sources of fuel cannot be accomplished without testing. The Air Force has considered itself a leader in DOD where such issues are concerned, and we are the leader on this one. If you have any questions please call us at 487-4324.

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##### **Safety of M939 Series 5-Ton Truck**

Several accidents involving the M939 Series 5-Ton truck has prompted WR-ALC to issue a "Safety of Use" message mandating maximum safe driving speeds for this vehicle. Ensure the widest dissemination of the following information. Maximum safe operating speeds:

- (1) Highway and secondary roads: 40 miles per hour
- (2) Cross country roads: 35 miles per hour
- (3) Sand and snow: 25 miles per hour
- (4) Icy conditions: 12 miles per hour

The air brakes on the M939 series trucks are very sensitive when the trucks are empty, lightly loaded, or when driving on wet/slippery pavement.

Please exercise caution when operating this vehicle and ensure a proper following distance.

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### **Y2K Initiative and the "Horseless Carriage"**

We all have heard the devastating impact that the Y2K roll-over will have on computers. This could be potentially catastrophic considering the influence that computers have on our lives. Well, we can rest comfortably. The automotive computer will not be affected. Thanks to the foresight of MSgt McFarlane, 65 Trans/VMS, we have the word! He has contacted Mr. Henry Hill and Mr. Lamar Wiggins at WR-ALC/LEG about this issue. They have assured us that this phenomenon will not affect vehicle computers. They have "contacted all the manufacturers and local engineers and were advised that vehicle systems would not be affected." What has the transportation world come too. It hasn't been too many years that all a person had to worry about was to ensure the horse was fed, watered, and shod.

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### **Hanger U is ASE Certified**

Vehicle Maintenance employees recently passed the National Institute for Automotive Excellence (ASE) examinations. According to Air Force Space Command, Crew 1221 is the only vehicle maintenance shop in the Space Command to achieve ASE certification. Mechanics tested successfully in the following categories: School Bus, Automobiles, Medium and Heavy Truck, Collision Repair and Refinish, and Emergency Vehicle Technician – Fire Trucks. Subjects included engine repair, drive trains, suspension and steering, air conditioning systems and controls, diesel engines, brakes, electrical and electronic systems, automatic transmissions, painting and refinishing, structural and non-structural analysis and repair, and mechanical and electrical components.

Nine of the twenty six mechanics are certified master technicians. The remainder of the crew will test for master technician next spring. With 88% of the mechanics certified, Johnson Controls qualifies for the Blue Seal of Excellence Recognition Program. The program was created to recognize those companies that have demonstrated a high level of commitment to ASE certification. Need a good mechanic? Come by Hanger U

and let them show you their credentials!

The technicians are: Mike Fritts, Joey Munson, Herb Shaffer, Gerald Fitch, Adam Sharp, Scott Boston, Walt Hazelton, Sean Simmons, Kurt Berry, Leon Lockhardt, Duke Sorn, Tim Harper, Larry Harrell, Clyde Hammons, Bob Filliger, Jim Bevins, Kenny Coleman, Joe Crowley, Bob Conwell, Kevin Horton, Earl Eubank, and Joe Kessler. The Maintenance Foreman is Roger Storman.

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### **Vehicle "Roadeo"**

Ellsworth AFB SD will host its first annual regional Vehicle Roadeo. The competition will be held 22-24 Jul 98. The competition will test our fellow vehicle operators in their war time skills, as well as allow each individual to show his or her expertise. Events will consist of operating a 10K standard forklift in MOPP 4 gear, towing a 10 ton tractor with a 38' trailer hooked up to a wrecker through a confidence course, in addition to operating a 44 passenger bus and a 10 ton tractor with trailer through the course. Individual trophies will be awarded for the top four winners in each category and for overall team points winners.

The event will conclude with an old fashioned Hog Roast. The following bases are expected to take part in the

Vehicle Rodeo. F.E. Warren AFB, Grand Forks AFB, Malmstrom AFB, McConnell AFB, Minot AFB, Mountain Home AFB, Offutt AFB, and Travis AFB.

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#### **Excess Cost Interest Items**

##### **TMO's Role in Excess Cost Identification**

Did you know TMOs play a vital role in the identification of excess cost? As provided in DOD 4500.34R, Chapter 11, Paragraph 11003(1) and the Air Force Supplement to the JFTR, Chapter 9, Paragraph 9.3.4, TMOs are required to identify all possible excess costs in block 34 of the GBL and fully explain the reason for the excess in Remarks (item 25). Although the TOPS system currently does not accommodate this requirement, TMOs are not relieved of this regulatory requirement. The TOPS Project Management Officer is working a software update to correct this problem. In the interim, TMOs must manually enter the appropriate annotations after the GBL has been printed in TOPS or issue a SF 1200 (GBL Correction Notice) to reflect the required excess cost information to include the statement "Paying Officer Review."

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##### **Delays in Processing Excess Cost**

The Air Force's goal is to notify members of excess costs incurred for shipment of personal property within 6 months after final delivery of the property. Potential excess cost shipment files are identified to ECAF by the Defense Finance and Accounting Service, Indianapolis IN (DFAS-IN). Over the past year this identification process has slowed, at times exceeding 16 months. Thus, it is essential members are advised during counseling of the potential delays in receiving indebtedness notification. When the origin and destination TMO notes a member will or has exceeded his or her entitlement, the TMO should ensure the member is informed of the excess cost and probable delays in processing the debt by ECAF. Furthermore, shipment documentation should be annotated to reflect the member was informed of the excess cost. Your attention to this sensitive matter is essential and greatly appreciated. It may alleviate some of the member's frustrations in receiving the excess cost notification, in some cases two years or later after the move.

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##### **Processing DITY Moves**

TMOs processing DITY moves for members making more than one shipment under the same set of orders are responsible for identifying those members for potential excess cost. JPPSO-SAT/ECAF is in critical need of assistance in this area. When it is known other shipment were or will be made, TMOs should cross-reference the shipment information on the DITY application at the time the DD Form 2278 is prepared and annotate the DD Form 1299 and GBL to reflect the combination move. The TMO finalizing the DITY should identify the actual and break point weight when finalizing the DD Form 2278 for processing to the FSO and should send the "completed" copy of all DITY documentation and copies of GBL(s), DD Form(s) 1164, and local move invoice listing shipment weights and PBP&E weights (if applicable) to: Defense Finance and Accounting Service, Indianapolis Center, ATTN: DFAS-IN-FT, 8899 East 56<sup>th</sup> Street, Indianapolis IN 46249-0651. Your assistance will enable ECAF to expeditiously process case files involving DITY moves in conjunction with other shipments. It will also eliminate the need for ECAF to contact the TMO for the information pertaining to the other shipments.

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### **Request for Documentation**

JPPSO-SAT/ECAF is responsible for processing excess costs charges incurred for the shipment of personal property for all Air Force members and civilian employees. Obtaining the required documentation to expeditiously evaluate and adjudicate excess cost cases continues to be a serious problem. We recognize our requests for documentation and information place an additional workload on TMO personnel. However, delays in receiving needed documents only compound the already sensitive excess cost identification time issue. Your early response to our request for documentation or information will allow prompt processing of excess cost case files.

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### **Full Replacement Insurance**

The Government provides basic valuation coverage on personal property shipments. Members may purchase additional protection if they feel the basic coverage is not adequate. It is imperative during counseling the member is made aware of the increased cost when selecting increased valuation. When members select a higher than basic valuation, it MUST, repeat MUST, be annotated on the shipping documents, in particular the GBL. Request all TMOs ensure counselors and documentation personnel comply with this regulatory requirement.

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## PUBLISHER

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